



MOVEMENT & NET ZERO WORKING GROUP

Meeting to be held in the Council Chamber, Town Council Offices with provision to join over Zoom

Monday 29th July 2024 at 6:00pm

Town Councillors are reminded that they have a duty to state a Declaration of Interest prior to the appropriate agenda item and to consider the Crime and Disorder Act 1998 s.17 when reaching a decision.

Working Group Members

Quorum minimum of 3 elected members:

Cllr Dr Marilyn Canet	Cllr Lionel O'Hara – Vice Chair
Cllr Tony Clayton	Cllr Claire Shea
Cllr Dr Peter Dixon	Cllr David Skinner OBE – Chair

Agenda

- Apologies for absence**
- Minutes** (Pages 3-4)
To receive and agree the Minutes of the last Movement & Net Zero Group held on 10th June 2024.
- Update on Sevenoaks Town 20mph**
To note the following timetable for delivery of the Sevenoaks Town 20mph speed limits:
 - 12th August 2024 to 1st September 2024:** Signage to be installed including gateway signs and repeater signs
 - 1st September 2024:** KCC to publish intention to adopt the new speed limits via a "Has Made" document, allowing 21 days for public comments
 - 22nd September 2024 to 30th September 2024:** KCC to consider public comments
 - 1st October 2024:** 20mph limits to become enforceable
 - After 1st September 2024:** Installation of any additional gateway treatments including road tarmac and painted roundels on the highway

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Town Clerk

4. **Highway Improvement Plan** (Pages 5-24)

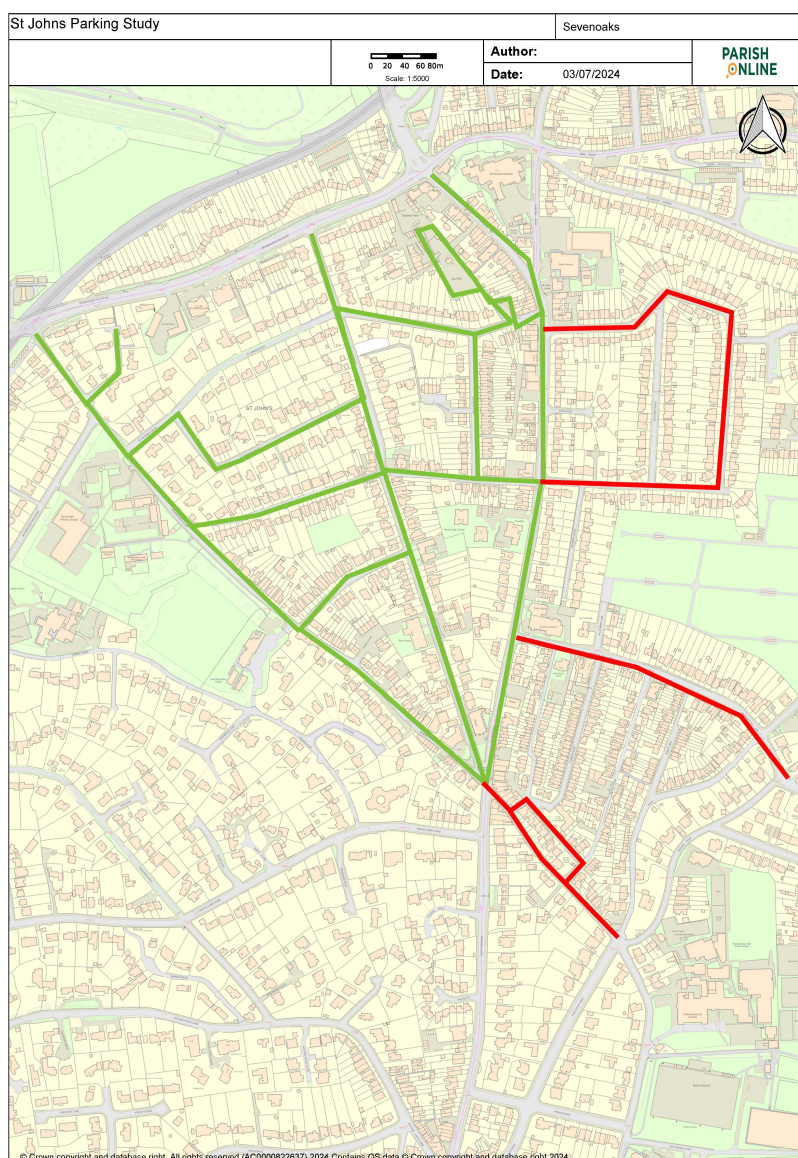
a) To note that the Movement & Net Zero Working Group has replaced the Planning & Environment Committee as author of the Highway Improvement Plan, with recommendations to be made to the Planning & Environment Committee or Finance & Delivery Committee, as per the new Terms of Reference.

b) To receive amended copy of the Town Council's previously Highway Improvement Plan, which has been updated throughout the year as and when new Items were approved by the Planning Committee.

c) To review items and agree recommendation to the Planning & Environment Committee as to contents and ordering of the priorities, for resubmission to Kent County Council in September 2024.

5. **St John's Area Parking & Beat Survey**

To receive notice that a parking and beat survey has been commissioned for St John's area (map below), following resolution of the Finance & Delivery Committee on 22nd July 2024. This to inform recommendations within the St John's Masterplan on how parking issues experienced by residents could be improved.



Minutes of Movement & Net Zero Working Group meeting held at the Council Chambers on 10th June 2024, 9:30am.

In attendance:

Cllr Dr Marilyn Canet	Present	Cllr Lionel O'Hara – Vice Chair	Apologies
Cllr Tony Clayton	Present	Cllr Claire Shea	Present
Cllr Dr Peter Dixon	Apologies	Cllr David Skinner OBE – Chair	Present

Also in attendance:

Cllr Libby Ancrum

Town Clerk

Planning Committee Clerk

32. Apologies for absence

As above.

33. Minutes

The Minutes of the previous Movement & Net Zero Working Group meeting held on 3rd June 2024 were received and agreed.

34. 20mph Update

a) Following receipt from KCC on 7th June of updated costing of the proposed 20mph project, STC Officers produced and circulated a report relating to the information. This was considered by the Working Group.

b) The Working Group considered the updated quote for implementing the proposed 20mph signage scheme, totalling an estimated £153,455.48. This was discussed separately from the quote for deillumination of street signs, due to not having been included in KCC's original quote, and further not being required under any existing policy or traffic safety initiatives, nor of any other previously implemented 20mph scheme in Kent.

c) It was noted that final details of designs as to gateway and signage locations needed to be agreed with Kent County Council, therefore the Working Group would be making its recommendation on principle, bearing this in mind.

d) It was **agreed** that the Movement & Net Zero Working Group make the following recommendation to the Finance & Delivery Committee due to be held on 10th June 2024:

Recommendation:

That the Finance & Delivery Committee approve the updated costs in principle, with Town Council Officers and Councillors to agree final placement of signs and gateway designs. For enhanced gateway features to be excluded from any roads which connect to a road that STC may wish to include in the scheme in future.

e) The Working Group noted that STC had made clear representation to KCC Officers against their Streetlighting team's requirement that all lit street signs be deilluminated on implementation of a 20mph scheme, and to the cost of the scheme promoter. The Town Council's argument was that it is not required by any existing policy or traffic safety initiative, has not previously been imposed on any other 20mph scheme in Kent, and would significantly impact other Councils' ability to afford 20mph schemes in their parishes –

namely Chipstead and Swanley which are both known to be currently pursuing a 20mph scheme.

f) Councillors further noted that STC had conducted its consultation on the basis of the original quote received from KCC, which did not include the cost or notification that STC would need to pay for deillumination of street signs. KCC had neither informed STC of this at that point, nor included it in their own public consultation for the original 20mph zone proposed in 2022.

g) It was **agreed** that the Working Group make the following recommendation to the Finance & Delivery Committee:

That STC continue to raise its strong concerns to KCC about the creation of a blanket need for de-illumination of street signs, as part of 20mph implementation and at the cost of the client, when not required by policy or traffic safety initiative.

h) It was further noted that KCC Member Cllr Streatfeild had emailed Kent County Council Portfolio Holder Cllr Baker to raise his joint concerns with imposing the cost of deilluminating street lights to the client when not backed up by any safety benefits or policy. It would also be brought to the attention of the Kent Association of Local Councils on 14th June 2024.

35. Other points of note

Cllr Ancrum advised that she had recently met with representatives of Sevenoaks Climate Action Network to discuss initiatives which the Town Council could be pursuing to improve the carbon footprint of the Town. They had recommended that promoting energy efficiency initiatives such as retrofitting, as well as existing schemes which aim to help people achieve this, should be the Town Council's priority.

Meeting concluded at 9:54am.

HIP Front Cover

HIP Version	Submitted by (Name)	HIP Date	Record Of Meeting Dates with KCC Virtual or Face to Face			Please list below the funding Opportunities/Sources for HIP initiatives/Measures		
3	Georgie Elliston	Approved by Planning Committee 31/07/2023 Submitted 31/08/2023	Demi Rodgers (DR), Nigel Rowe (NR), Linda Larter (LL) and Georgie Elliston (GE) – virtual meeting 17/11/2022 NR and GE virtual 13/03/2023 NR, Emma Tilbury, LL, GE, Cllr Streatfeild, Cllr Shea, Cllr Clayton, Cllr Wightman, Cllr Ancrum 06/09/2023 NR, Emma Tilbury, Georgina Jackson (GJ), GE – meeting scheduled 21/08/2024			County Member, Parish Precept Donation, CIL income		
Are you an active member of the Speed Watch Scheme?			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Are you an active member of the Lorry Watch Scheme?		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Name of HIP Representative	Georgie Elliston	Contact Telephone Number	01732 459953	Email Address	planning@sevenoakstown.gov.uk			
Name of Clerk	Linda Larter	Contact Telephone Number	01732 459953	Email Address	townclerk@sevenoakstown.gov.uk			
Name of Chair	Cllr David Skinner (Movement & Net Zero Working Group Chair)	Contact Telephone Number	01732 459953	Email Address	cllr.skinner@sevenoakstown.gov.uk			

KCC Project Manager Name	Nigel Rowe	Contact Telephone Number		Email Address	west.highwayimprovements@kent.gov.uk

- Please note the Priority column MUST be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
1.	Previous first priority of 20mph speed limits removed due to it being due delivery by 1st September 2024.			
1.	<p>Mount Harry Road, Hitchen Hatch Lane, St Botolph's Road, St John's Hill/Dartford Road, Seal Hollow Road (30mph roads surrounded by 20mph roads)</p> <p>Tonbridge Road on approach to Sevenoaks School and Seal Hollow Road (40mph roads proposed for 30mph)</p>	<p>Cars speeding and the fluctuation between 20mph, 30mph and 40mph affecting the aforementioned roads in particular, making it difficult for motorists to adhere to speed limits due to now knowing what they are.</p> <p>Re Tonbridge Road:</p>	<p>Phase 2 of the 20mph speed limits project to include roads which couldn't be included in the previous scheme due to be delivered by September 2024.</p> <p>This includes Mount Harry, Hitchen Hatch, St Botolph's, St John's/Dartford Road, and the middle section of Seal Hollow Road due to potential compliancy issues, as well as the approach to Sevenoaks School from Tonbridge Road.</p> <p>The latter couldn't be included due to being too close to the 40mph speed limit and therefore not enforceable.</p>	

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		<p>The 40mph speed limit ends just outside the Southern entrance to Sevenoaks School which caused the school to not be includable in the 20mph scheme – introduced primarily to increase student safety.</p>	<p>STC proposes that the 30mph speed limit be extended South, far enough that both entrances to Sevenoaks School can be included in the 20mph speed limits and its students afforded the same protection as other schools in Sevenoaks within the 20mph zone.</p> <p>Re roads which were excluded due to potential for non-compliance: The following measures were discussed with KCC Officers Sebastian Bures and Annette Fletcher on 30th May 2024 as potential speed interventions which would make compliance with a 20mph speed limit on these roads feasible:</p> <ul style="list-style-type: none"> • Advisory cycle lane added on the uphill side of Dartford Road from Hollybush to The Vine, as well as in St Botolph's Avenue • Moving car parking spaces on Hitchen Hatch Lane from the south to the north between Winchester Close and Mencap Hall 	

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			<ul style="list-style-type: none"> Further on-street parking spaces in Mount Harry Road <p>STC proposes that these be delivered, and potential for 20mph on these roads revisited on receipt of new traffic data following the interventions.</p>	
2.	HGV routes in town	<p>HGV movement in town as through traffic inhibits active travel, increases burden on junctions, increases air pollution in residential areas, and risks damage to Conservation Areas.</p> <p>See Appendix for images of known damage caused by HGV movements.</p>	<p>Introduce HGV weight/size restrictions to the “central” Sevenoaks area for through traffic.</p> <p>Highways England to improve signage at motorway junctions to direct freight to use the M25 and the A21 bypass, rather than A25 through Sevenoaks and neighbouring villages.</p> <p>Opportunities for positive signing to be explored and installed, which directs HGVs towards more appropriate routes.</p> <p>This as supported by Aim M10 of the Sevenoaks Town Neighbourhood Plan.</p>	

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3.	Sevenoaks Rail-Way Station/London Road/Hitchen Hatch Lane	Pedestrians take the “shortest route”, walking in the highway and avoiding pedestrian crossings; Long waits for vehicles at multiple lights causing delays, noise and pollution.	<p>Redesign junction to create safe, direct pedestrian crossings and simplify vehicle controls.</p> <p>Proposal to replace the pedestrian guard rails with bollards, to stop pedestrians from walking in the road while still maintaining protections from cars.</p> <p><i>Note: STC is pursuing a Town Centre masterplan which will be looking at potential design solutions. STC also notes that the Farmers site has submitted a new planning application, and recommends that junction improvements be secured via Section 106 agreements.</i></p>	
4.	Junction of A25/Hospital Road	Difficult for motorists to exit Hospital Road and Greatness Lane onto A25, contributing to the congestion at Bat and Ball junction. The Tarmac site development, accessed from	<p>KCC Highways Engineering advice welcomed.</p> <p>STC wishes to know if the lines were refreshed as claimed in the KCC Officer’s notes from V1 of the HIP.</p> <p>STC would also request that a priority “Keep Clear” section be added marking the narrowest part of the</p>	

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		Greatness Lane, will considerably increase this problem.	junction at Hillingdon Avenue to reduce opportunity of vehicles straddling the footway and compromising pedestrian safety. This solution was suggested by KCC Officer Alan Osuoha on 15-03-2023. STC did confirm its wish to pursue this after having taken the proposal to its Planning Committee on 03-04-2023, and requested information as to next steps on 14-04-2023, however this was not responded to either by the engineers copied into the email chain, or STC's HIP Officer Nigel Rowe.	
5.	Hospital Road outside Hospital	The Hospital has informed Cllr Richard Streatfeild that it fails its safety test every year due to not having any safe crossing points to access it.	Add crossing points on Hospital Road.	
6.	Hillingdon Avenue	Lack of safe access or crossing points for students	A public consultation was done by KCC on safe crossing points at Hillingdon Avenue and Seal Hollow Road, however nothing was followed through afterwards. Please	

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			could this be investigated, and also both feasibility and deliverability studies of safe crossing points produced.	
7.	Seal Road/Greatness Park	Pedestrian crossing safety and lack of crossing facilities	Crossing facilities as well as signage to warn traffic on the A25 that people might cross here, or to protect the poor sightlines on the road.	
8.	Bradbourne Vale Road/Betenson Avenue where it meets Shoreham Lane	Pedestrian crossing safety, lack of crossing facilities and poor sightlines for drivers going up the hill	Crossing facilities as well as signage to warn traffic approaching the hill from either side that people might cross here.	
9.	The Crescent, St Johns Road, St Johns Hill, Bradbourne Road, Bradbourne Vale Road, Littlewood, Hillingdon Avenue, corner of Bethel Road and Cedar Terrace Road Ash Platt Road	Cars parking on both sides of the road and on pavement, causing school children to walk in the road and blocking access for pushchairs and wheelchairs. Lack of parking for residents.	Review of parking arrangements e.g. resident parking schemes, 2 hour visitor parking and/or introduction of yellow lines. Consider corner protections: STC will prepare a map of locations for a TRO. Some of these roads may be covered by the Parking study which STC has recently commissioned for St John's area – this will therefore be received following that.	NR re Ash Platt Road – 2/11/23 Meeting with P&A to discuss options. Any intervention is likely to require pre-consultation engagement with all stakeholders including the school.

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10.	St Johns Hill/Dartford Road	Pedestrian crossing safety	<p>This location is no longer “on hold” due to having been removed from the 20mph scheme by KCC.</p> <p>STC has agreed to fund a zebra crossing on Dartford Road, as consulted on by KCC in 2022. This was a “high level” design by Alan Osuoha which requires further design work and costing. At a site meeting between STC and KCC Officers Annette Fletches and Sebastian Bures, they expressed doubt as to the deliverability of a zebra crossing at this exact location, and may need to move along road.</p>	
11.	Town Centre triangle	Reports of pedestrians nearly being hit when crossing the zebra crossings, also zebra crossings not linking to key destinations where people are more likely to cross e.g. The Stag	<p>Review of crossing facilities.</p> <p><i>Note: STC is pursuing a Town Centre masterplan which may identify potential design solutions</i></p>	

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12.	London Road, including zebra crossing and by Lidl and Fire Station	Reports of near misses from pedestrians using the zebra crossing, speeding cars not adhering to the speed limit.	STC asked for a 30mph repeater sign to be installed as part of the signage being installed for the 20mph speed limits, to reinforce the speed limit. This due to having received a report of a near miss, but having been found unviable by KCC lighting team due to the area being acceptably lit. STC believes this road is not suitably safe for pedestrians and would request that alternative solutions be investigated.	<p>Annette Fletcher: “My street lighting colleagues have come back to confirm that the existing street lighting on London Road and that all columns on London road have been upgraded to LEDs and are communicating on their CMS system. In terms of lighting in that section of London Road, the levels are adequate.</p> <p>To confirm that within a street lit area (more than 3 LCs within 186m) and speed limit is 30mph we do not provide 30mph repeater signs.</p> <p>As mentioned previously please request enforcement by the Kent Safety Camera Partnership .”</p>

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	Brittains Lane/Burntwood Road/Ashgrove Road/Oak Lane	Poor sight lines as well as concealed entrance resulting in at least 2 known accidents within the last year	<p>Convex mirrors at: The junction where Brittains Lane meets Oak Lane Where Burntwood Road meets Ashgrove Road On Brittains Lane where Ashgrove Road meets Oak Lane</p> <p>Concealed entrance sign on Oak Lane, past Dibden Lane where it approaches Brittains Lane and Ashgrove Road.</p> <p>Request forwarded to Nigel Rowe on 9th April 2024, following agreement for him to review the request on receipt of updated crash data.</p>	
13. (Pending finalised designs from Tarmac regarding the proposed roundabout	Bat and Ball Junction, A25/A225	STC wants to be confident that the design which Tarmac are going to deliver as part of their Outline planning application (which has now been conditioned as first part of the delivery plan), delivers the	In STC's previous iteration of its HIP, the redesign of the Bat and Ball Junction to ensure safe pedestrian crossing was the first priority. It has since been removed from the priority list, due to the Sevenoaks Quarry (Tarmac site) having since received Outline planning permission to develop the site, with conditions set in place ensuring delivery of a revised traffic	

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at this junction)		best possible solution and safe usage to pedestrians, cyclists and motorist.	<p>and pedestrian scheme to be delivered after the first stage of development.</p> <p>This therefore is unlikely to be delivered via the HIP, and STC anticipates being included in discussions, stakeholder sessions and public consultations on the design with Tarmac, in order to ensure that the design can best serve Sevenoaks Town residents' needs.</p> <p>What STC would like to retain on the HIP however, is the channel of communication to ensure that the resulting design is to the best quality and use of pedestrians.</p> <p>In the meantime, STC would however like to receive copy of the Speed Survey ordered by Nigel Rowe to replace the one referred to by the Project Manager in the first iteration of the HIP.</p> <p>STC also wishes to know why the pedestrian crossing indicators at Bat & Ball were removed when KCC</p>	

Priority	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments (This column is to be completed by Project Manager ONLY)
			reconfigured and added lines at this location.	
14. (ON HOLD)	Hillingdon Avenue	Pedestrian crossing safety	This location, which STC had flagged in its previous HIP for similar issues have been temporarily put on hold and moved to the bottom of STC's priority list due to it being inside the soon-to-be-delivered 20mph zone. It may be revisited or permanently removed once impact of the 20mph scheme can be reviewed, depending on whether it has addressed concerns.	
15. (ON HOLD)	A225 Seal Hollow Road/"Hole in the Wall"	Pedestrian crossing safety	<p>This location, which STC had flagged in its previous HIP for similar issues have been temporarily put on hold and moved to the bottom of STC's priority list due to it being inside the soon-to-be-delivered 20mph zone. It may be revisited or permanently removed once impact of the 20mph scheme can be reviewed, depending on whether it has addressed concerns.</p> <p>Feasibility and deliverability studies of safe crossing points requested.</p>	

Historical Priorities Record

No	Location	Problem/Concern	What do you feel are the potential solutions?	KCC Comments
1	<i>EXAMPLE: Church Lane</i>	<i>Speeding off peak.</i>	Speed Reduction	After traffic surveys obtained, data showed that vehicle speeds were within the current speed limit, therefore no further action proposed.
1.	Bat and Ball Junction, A25/A225	Inadequate, poorly designed crossing points for pedestrian safety. Considerable congestion and delays during the four daily rush hour periods and throughout the day, with particular traffic queues forming on Otford Road and Seal Road towards the junction; Very high levels of air pollution.	<p>In STC's previous iteration of its HIP, the redesign of the Bat and Ball Junction to ensure safe pedestrian crossing was the first priority. The reduction of air pollution and congestion in this area, as well as unsafe crossing facilities remain a top priority for STC, and removing it from STC's HIP priority list has not altered that.</p> <p>Rather, it has been removed from the priority list, due to the Sevenoaks Quarry (Tarmac site) having since received Outline planning permission to develop the site, with conditions set in place ensuring delivery of a revised traffic and pedestrian scheme to be delivered after the first stage of development at this location.</p>	

			<p>This is therefore unlikely for the scheme to be delivered via the HIP, and STC remains dedicated to ensuring that the resulting design best serves the needs of Sevenoaks Town residents. STC anticipates being included in discussions, stakeholder sessions and public consultations on the design with Tarmac, and will be actively engaged in the process to make sure that the design proposed achieves <u>all</u> of the following: improve pedestrian safety, reconnect the neighbourhood and reduce air pollution and traffic jams.</p>	
2	Wickenden Avenue	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result</p>	

			of STC's flagging the locations. STC awaits this update.	
3	Broomfield Road	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as "carriageway and footpaths require improvements" were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC's operations team to have a look into. The items have therefore been moved to the "Historical Priorities Record", however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC's flagging the locations. STC awaits this update.</p>	
4	Mill Lane	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as "carriageway and footpaths require improvements" were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and</p>	

			<p>he had therefore passed the items onto KCC's operations team to have a look into. The items have therefore been moved to the "Historical Priorities Record", however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC's flagging the locations. STC awaits this update.</p>	
5	Wickenden and Swaffield Roads	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as "carriageway and footpaths require improvements" were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC's operations team to have a look into. The items have therefore been moved to the "Historical Priorities Record", however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC's flagging the locations. STC awaits this update.</p>	
6	Clare Way, Lea Road, Hurst Way and Stafford Way	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in</p>	

			<p>the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result of STC’s flagging the locations. STC awaits this update.</p>	
7	Beaconfields	Carriageway and footpaths require improvements	<p>Surfacing improvements and repairs required</p> <p>On 5th January 2022, Stuart Taylor advised STC that its priorities labelled in the previous iteration of its HIP as “carriageway and footpaths require improvements” were not able to be considered under the HIP. This is because a separate team deals with issues on surfacing improvement and repairs, and he had therefore passed the items onto KCC’s operations team to have a look into. The items have therefore been moved to the “Historical Priorities Record”, however STC has requested that it be sent an update for each site, regarding whether anything was found or actioned as a result</p>	

			of STC's flagging the locations. STC awaits this update.	
7.	Clare Way	Residents have been reported as parking in the "Keep Clear" section on this road dead-end road, which was introduced in order to allow emergency vehicles to turn around.	<p>STC has requested that a further deterrent of yellow lined be painted at this location.</p> <p>*Note: this was formally requested by STC in a letter to SDC and KCC departments, dated 17-07-2023.</p> <p>*Further Note 08-09-2023 STC has prepared a consultation which should commence shortly.</p> <p>06/11/2023: Due to strong and mixed responded, the Planning Committee resolved to keep the situation under review in hopes that the informal consultation and potential for subsequent TRO would act as a satisfactory deterrent.</p>	
	Letter Box Lane	Poor sight lines on entering Letter Box Lane making motorists unaware that traffic is displaced onto the wrong side of the road by the new corner protections, whereby these do not extend far enough into the Lane to allow cars to	<p>Extending the double yellow lines further into Letter Box Lane to allow cars exiting the Lane to correct onto the left side of the road before nearing the exit – in order to avoid potential collisions with those entering the Lane.</p> <p>Request sent to KCC previously, but the existing TRO could not be extended without new TRO. STC resolved to monitor the effectiveness of the corner protections as originally designed by KCC and to consider funding extension in future, should monitoring</p>	

		move onto the correct side of the road before nearing the exit.	efforts find that the safety of motorists is indeed negatively impacted.	
	20 mph limit (<u>not</u> zone as this requires engineering)	Speeding cars and the need to ensure pedestrian and cyclist safety, especially near schools. Sevenoaks Town Neighbourhood Plan (STNP) also emphasises the importance of pedestrian and cycle travel and supports 20mph in residential areas and near schools.	20mph speed limit reductions as per KCC designs, which were consulted on by STC at the end of 2023. The intention is for it to be signage only as per the current design, so as to protect potential for future cycling paths to be incorporated into road designs, as identified in the LCWIP. Delivered 12 th August – 1 st September 2024, paid for by STC.	

Appendix:

Known damage caused within the Sevenoaks High Street Conservation Area by HGV vehicles moving within the Town:

Image 1: bent sign

